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BEFORE THE ARIZONA STATE TRANSPORTATION BOARD

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

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Manning House  
Tucson, Arizona  
June 19, 2008  
9:00 a.m.

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21 PREPARED FOR:

K.D.A.

22 (Original)

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## I N D E X

3	COMMENTS:	PAGE
4	Mr. S.L. Schorr.....	5, 56
5	Mr. Victor Mendez.....	7
6	Mr. Paul Loomis.....	18
7	Mr. Bob Jackson.....	19
8	Mr. Paul Johnson.....	20
9	Mr. David Snider.....	24
10	Mr. John Bernal.....	26
11	Mr. Marty Shultz.....	29
12	Mr. William Gaither.....	32
13	Ms. Catherine Gorman.....	36
14	Mr. Richard Corbett.....	37
15	Ms. Maxine Leather.....	38
16	Mr. Anthony Smith.....	39
17	Mr. Barry Sleight.....	40
18	Mr. Dick Basye.....	42
19	Ms. Abreeza Zegeer.....	44
20	Mr. Jay Howe.....	46
21	Ms. Holly Lachowicz.....	47
22	Mr. Tom Rankin.....	49
23	Ms. Helena Kalmis.....	51
24	Mr. Gene Caywood.....	52

(Continued on next page.)

1

## INDEX CONTINUED

2

3

COMMENTS:

PAGE

4

Mr. John Kromko.....54

5

Ms. Sarah Smallhouse.....56

6

Ms. Janice Przybyl.....57

7

Mr. Jim Gloch.....59

8

Mr. John Carlson.....60

9

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1           BE IT REMEMBERED that the above-entitled and  
2   numbered matter came on regularly to be heard before the  
3   Arizona State Board of Transportation, Tucson, Arizona,  
4   Commencing at 9:00 a.m. on the 19th day of June, 2008.

5

6   BEFORE:   Arizona State Board of Transportation

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          MR. S.L. SCHORR  
          Chairperson;

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          MR. VICTOR MENDEZ  
          MR. BILL FELDMEIER  
          MS. BOBBIE LUNDSTROM  
          MR. FELIPE ZUBIA  
          MR. BOB MONTOYA  
          MR. RICHARD TRAVIS

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          ALSO PRESENT:  
          MS. MARY CURRIE,  
          Executive Assistant to the Deputy Director

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1 Tucson, Arizona  
2 June 19, 2008  
3 9:00 a.m.

4 P R O C E E D I N G S

5 MR. S.L. SCHORR: Good morning, and welcome to  
6 Tucson to a special State Transportation Board public  
7 hearing. The purpose of this hearing is to receive  
8 further public comment and to review the proposed  
9 Statewide Transportation Investment Strategy. This grew  
10 out of the framework study which the Board initiated and  
11 funded about a year ago. And our purpose is to act upon  
12 endorsing the proposed strategy by amending the previously  
13 adopted Statewide Transportation Policy Statement. It's  
14 important to clarify what the Board's role is in this  
15 matter. We have been taking public comments on this  
16 investment strategy over the past few weeks. We've had  
17 several meetings around the state.  
18 If a funding source for this program reaches the  
19 ballot and is approved by the voters, the Board may take  
20 a final action on the strategy before year's end. The  
21 Board's ability to reasonably meet transportation demand  
22 in the future is seriously handicapped and hampered by  
23 the lack of adequate funding, both now and looking into  
24 the future. You will hear a lot about that today, I  
25 think from our Director, Mr. Mendez, and from the TIME

1 Coalition, Marty Shultz and other members of that group.

2 Before proceeding too much further, let me  
3 introduce myself. My name is Si Schorr. I am chairman  
4 of the State Transportation Board. With me today is the  
5 vice chairman, Delbert Householder, State Board  
6 representatives Bobbie Lundstrom, Bill Feldmeier, Felipe  
7 Zubia, Victor Flores, and Bob Montoya.

8 Before proceeding again, let's first do the  
9 Pledge of Allegiance, and I ask us to be led by Victor  
10 Flores. Victor.

11 (The Pledge of Allegiance.)

12 MR. S.L. SCHORR: As you may have heard from  
13 the beginning, we are anticipating receiving some public  
14 comment via the telephone, and that is the reason why we  
15 had that temporary interruption there.

16 I also wish to acknowledge that there are a  
17 number of people who wanted to attend but couldn't  
18 attend from Northern Arizona; for example, we had Ms.  
19 Eve Ross, who is from W.L. Gore & Associates, Jack Kramer  
20 from the City of Kingman, Casey Rooney from the City of  
21 Cottonwood, and Deb Hill from the Coconino County  
22 Supervisors. Thank you for your interest, and sorry you  
23 couldn't come down here to cool off from Northern Arizona.

24 Today's agenda is going to start with a  
25 presentation by the director, and then we will call to

1 the audience for comments. Since there is a limited  
2 amount of time and everybody does want to be heard, we  
3 are going to set certain ground rules. Representative  
4 groups and local councils of government are requested to  
5 limit themselves to no more than seven minutes in their  
6 presentations. Individual speakers should please limit  
7 themselves to comments of no more than three minutes.

8 Without further adieu, then, we'll ask Victor to  
9 give the public presentation. Victor.

10 MR. VICTOR MENDEZ: Good morning. Thank you all  
11 for being here. I do want to say once again that I do  
12 appreciate the fact that throughout the public hearing  
13 process, we have had a lot of the public attending and  
14 commenting on the investment strategy. And I believe  
15 that's a very important factor for us to consider.

16 What I'd like to do this morning is to provide  
17 you a brief presentation, hopefully 15 to 20 minutes,  
18 not longer than that, to sort of give you a sense as to  
19 what we have heard over the past few public hearings,  
20 also to give a sense to the audience, for those that  
21 have maybe not attended previous meetings, a sense of  
22 what the investment strategy actually includes or involves.

23 So with that, let me just begin by saying that,  
24 as you are aware, we have taken a very comprehensive  
25 approach looking at transportation on a statewide basis,

1 looking at a period of over 30 years and trying to  
2 forecast what the needs will be over that period of time.

3           The Statewide Transportation Investment Strategy  
4 is specifically designed to address critical needs as we  
5 look toward the future. So I think it is important for us  
6 to keep that in mind. It's not necessarily about what we  
7 are doing today. It's really looking beyond today and  
8 into the future. So I would like to turn your attention  
9 to the screen behind you.

10           Very quickly, I would like to discuss today five  
11 elements and go through them as quickly as I can just to  
12 provide for opportunity and more time for the public to  
13 comment on this.

14           But very briefly, what I think is important for  
15 me to do is to talk a little bit about the history of the  
16 investment strategy. As you've heard several times  
17 already, we are looking at the future. And as we've  
18 worked in transportation in Arizona, we have heard a lot  
19 of comments about, you know, we need to be innovative and  
20 forward thinking. And we believe this process has allowed  
21 us to do that.

22           Now, it is also important to recognize that we  
23 not only have decades of dialogue and study that have  
24 helped us to develop this statewide strategy, but we also  
25 have precedence in the MAG and PAG regions where the



1 voters actually did fund a funding mechanism -- or  
2 approved funding mechanisms for transportation. So there  
3 is a precedence established out there.

4           The private sector community leaders have  
5 recognized for many years the vital link between  
6 transportation, growth, the economy, and the quality of  
7 life. And a lot of them have actually been involved in  
8 the dialogue with the public sector about partnering to  
9 make a lot of the important dreams a reality.

10           Now, earlier this year, our Governor stepped up  
11 to the plate and asked ADOT to provide a list of critical  
12 transportation needs; and did, in fact, deliver that  
13 earlier this spring. Now the forward thinking leaders of  
14 the public and private sectors have truly come together at  
15 this critical juncture to bring you this Statewide  
16 Transportation Investment Strategy. And I'll cover the  
17 details in just a few minutes.

18           A couple of things that I believe are important  
19 with respect to the critical needs, once again, it's  
20 important to recognize that we did respond to the  
21 Governor's executive order. And it was designed to  
22 provide her with the tools to actually begin discussions  
23 about critical transportation needs that face us today and  
24 in the future.

25           Now, we have had very strong relationships with

1 our planning partners from around the state. And as I  
2 mentioned, we also have decades of dialogue and study to  
3 rely upon. So we were, in fact, able to deliver that  
4 critical needs list and representative projects that best  
5 illustrate those needs. So the Governor was, in fact,  
6 able to then move the dialogue forward.

7 A lot of you have seen this slide before. It  
8 talks about our compilation of these critical needs. As I  
9 mentioned, we worked very closely with our planning  
10 partners throughout the entire state on identifying  
11 critical needs. And the staggering total when we compiled  
12 everything from the local level on up to the state level,  
13 a staggering list of \$165 billion worth of need.

14 So it's pretty obvious that there is no single  
15 funding source that can truly address \$165 billion of  
16 needs. So it is also pretty apparent or maybe even  
17 obvious that it's time for us to take action now. We  
18 can't wait any longer when you have this level or  
19 magnitude of need and continue to really just paddle along  
20 at the current pace.

21 So during the process of responding to the  
22 executive order, we heard very loud and clear that  
23 regional and local organizations also lack the resources  
24 locally to address their own critical needs.

25 Now, very briefly, just let me say a few words

1 about the role of the Board in this entire matter. A lot  
2 of this you all know, but I think it's important again as  
3 I speak also to the public to outline some of these  
4 topics. The list that you see up there is not new to any  
5 of you. You do provide advisement and guidance to the  
6 Department on an ongoing basis, and we always do  
7 appreciate your involvement, your guidance and your  
8 foresight on a lot of these issues.

9           So today we are presenting the Statewide  
10 Transportation Investment Strategy as it's been revised  
11 given the input from the various public hearings. And we  
12 are asking you to listen to this, understand the revisions  
13 we have prepared over the past three sessions, and  
14 hopefully ask for your adoption as part of the State's  
15 long range transportation plan.

16           Once a funding source is, in fact, found,  
17 implementation of this strategy will be monitored by the  
18 State Transportation Board, just as the five-year  
19 construction program that you currently monitor now. So  
20 you will be engaged in the future assuming this moves  
21 forward.

22           Again, as I speak to the public that maybe did  
23 not have the opportunity to listen to the previous  
24 presentations, let me talk a little bit about some of the  
25 challenges that we face.

1           The state's population is projected to nearly  
2 triple over the next 40 years. Current transportation  
3 funding cannot deliver a system, a transportation system,  
4 that is necessary to keep Arizona competitive in a global  
5 economy, to preserve our natural environment, and offer  
6 residents the quality of life that we all expect for  
7 Arizonans.

8           We are only a few years away from the point at  
9 which Arizona can only pay to maintain the existing road  
10 system. It's an extensive road system, at least at the  
11 highway level. We have over 7,000 miles of highway, and  
12 with the current level of funding, it's almost impossible  
13 to actually make major improvements as it is now. ADOT  
14 projects that by the year 2015, funding will be solely  
15 dedicated to operating and preserving our existing highway  
16 system. So doing nothing is not an option. You've heard  
17 me say that many times, and we will continue to repeat  
18 that. Doing nothing is simply not a good option.

19           A sustainable diverse range of funding options is  
20 necessary to create the solid transportation  
21 infrastructure to maintain a robust economy, attract jobs,  
22 move people and goods efficiently.

23           You've seen these famous maps that outline a  
24 couple of scenarios. '05 kind of gives you a sense as to  
25 where the growth concentrations were. We had about five

1 million people several years ago here in the state of  
2 Arizona. And then there is a scenario there looking at  
3 the 2050 where potentially we would have maybe up to 14  
4 million people living in the state of Arizona. And if you  
5 look at the red blobs, if you will, it kind of gives you a  
6 sense as to where we predict the growth will be occurring.  
7 The question, of course, is: Are we prepared to actually  
8 deal with that kind of growth?

9           With respect to the public hearing, let me very  
10 briefly give you a quick idea of what we have heard, a  
11 summary, if you will, of what we heard in the public  
12 hearings and then outline briefly for you some of the  
13 revisions that we have incorporated as of today.

14           As you are aware, we held public hearings on  
15 June 4th, the 9th and the 11th. Overall, by my count,  
16 this is not the official count, it's based on my notes,  
17 over the three sessions, we actually had 54 speakers that  
18 provided input, public input. And generally what we  
19 heard, and these are just summary-level observations, if  
20 you will, that congestion is, in fact, hurting Arizona's  
21 quality of life, that there is support for critical  
22 transportation improvement and ongoing planning in regions  
23 and tribal communities throughout the entire state, that a  
24 forward-thinking comprehensive multimodal system is  
25 important as we grow.

1           We also heard a lot of comments about the  
2 importance of transit, rail, bicycle, and pedestrian  
3 options. We believe that given the era of the environment  
4 that we are in with the fuel crisis, the way they are now,  
5 a lot more focus, a lot more dialogue, a lot more  
6 discussion about transit options, public transportation  
7 and such.

8           The lack of a robust transportation system is  
9 hindering state and regional economic vitality. We do  
10 hear that quite often. And, again, the correlation  
11 between having a transportation system that, in fact,  
12 supports economic development opportunities for the future  
13 and the quality of life for citizens.

14           And we also heard that there is a need for  
15 assurance that any funds should be protected and spent  
16 only on transportation. And I believe we heard that  
17 consistently throughout the entire state.

18           Revisions that we have incorporated into the  
19 investment strategy, let me review those. We have had  
20 very region-specific refinements that -- we have had very  
21 few region-specific refinements that were largely based on  
22 existing studies and community expectations.

23           Now, as I mentioned, the Statewide Investment  
24 Strategy builds on work and dialogue that has occurred for  
25 many years. So we are relying on professional advice

1 that's out there, and expertise. So we've taken a closer  
2 look at the interstate system and made refinements that  
3 are consistent on a statewide basis. We are recommending  
4 widening six lanes rather than eight in a number of  
5 locations. And that is consistent with our commitment to  
6 a multi-modal balance providing transportation options in  
7 the future and protecting Arizona's natural resources.

8           One special note on public-private partnership,  
9 it's important to note that the 3P concept doesn't  
10 necessarily mean we are only talking about toll roads.  
11 There are other ideas, other opportunities, for  
12 public-private partnerships. And that can include the  
13 donation of right of ways or direct investment of the  
14 private sector in the development of, let's say traffic  
15 interchanges and things like that. So quite often when we  
16 talk about P3, often times people automatically assume it  
17 means specifically toll roads. And toll roads are, in  
18 fact, one of the options, too, by the way.

19           Specific refinements that occurred in Pinal  
20 County and Maricopa County; in Pinal County, the  
21 refinements and connectivity between communities and  
22 corridors such as State Route 347, the North-South  
23 Freeway, and some adjustments to State Route 77. So we  
24 worked closely with Pinal County as a region with several  
25 players at the table to make refinements to what we

1 presented to you at the previous public hearings.

2           In Pima County, the refinements actually  
3 strengthen the existing state route and existing corridors  
4 within Pima County; corridors such as Houghton Road,  
5 Tangerine Road and Valencia Road, amongst others. And  
6 it's important to note that in Pima County here -- we're  
7 actually here in Pima County today -- there is a network  
8 of designated state routes that actually are being  
9 improved under the Regional Transportation Authority, your  
10 RTA here. And so we are able to fully support that effort  
11 through this state route corridor designation.

12           And then finally, in Maricopa County, the  
13 refinements also to strengthen the Regional Transportation  
14 Plan system with projects such as Loop 303 and creating a  
15 Hassyampa Freeway network as a potential public-private  
16 partnership. If you recall, there were some questions at  
17 one of the hearings about adding a couple of corridors to  
18 the P3 network along the Hassyampa. So that was basically  
19 the modification we did to the Maricopa County area.

20           And then finally, this other slide here. We've  
21 seen this before. It's basically the overview of our  
22 investment strategy. Once again, for benefit of the  
23 public, we do have a strategy that totals to about  
24 \$42.6 billion; 55 percent of that would go to strategic  
25 highway projects, 3 percent to an environmental



1 conservation fund; 18 percent would go to strategic rail  
2 and transit projects and programs; 20 percent to be  
3 distributed to local needs including tribes.

4 I think that's an important element to keep in  
5 mind. We also included a lot of the tribal critical needs  
6 within the investment strategy.

7 Finally, 4 percent being contributed to  
8 transportation enhancement. That's what I like to  
9 describe as funding that makes your communities more  
10 livable in light of the fact that we do have  
11 infrastructure, transportation infrastructure, that does  
12 have an impact upon the community.

13 So with that, Mr. Chairman, I will end my  
14 comments and ask if you have any questions. I'd be happy  
15 to address them.

16 MR. S.L. SCHORR: Are there any questions of the  
17 Director by the Board?

18 Before we get started with the call to the  
19 audience, as I mentioned before, there are some unseen  
20 participants today who have joined us by phone. Is it  
21 possible for those folks to identify themselves at this  
22 time?

23 MS. MARY CURRIE: I don't think we have anybody.

24 MR. S.L. SCHORR: There are none that have stayed  
25 with us, so let us proceed then. Our first speaker will

1 be Mayor Paul Loomis of Oro Valley.

2 MR. PAUL LOOMIS: Mr. Chairman, I'm Paul Loomis.  
3 I'm Mayor of the Town of Oro Valley. I am also Chairman  
4 of the Pima County Regional Transportation Authority.  
5 It's my pleasure to welcome you all to Pima County and  
6 Tucson for your meeting and to urge you to support the  
7 investment strategy.

8 What I want to do is, I testified last week and I  
9 don't want to repeat that testimony, but what I do want to  
10 do is identify a couple of points that Mr. Mendez made  
11 that we all need to recognize, and that's, number one,  
12 that this investment strategy does not solve all our  
13 transportation problems, that it is part of an overall  
14 solution. So we need to recognize that, and that's very  
15 similar to the case that we have with the RTA. It's a  
16 step forward that we have to take.

17 What I do want to do is say that this is not a  
18 solution that was brought together in this last month,  
19 that there's been an awful lot of work that's been done  
20 by the various COGs, by the State Department of  
21 Transportation. They've worked very hard to bring this  
22 thing forward, and I want to thank all of you for that  
23 hard work and your staff for that hard work. You did a  
24 good job, and thank you very much. I appreciate it.

25 MR. S.L. SCHORR: Thank you, Mayor.

1           Bob Jackson; Mayor Bob Jackson, I should say.

2           Mayor.

3           MR. BOB JACKSON: Good morning. Thank you for  
4 allowing me to speak to you this morning. I am the Mayor  
5 of Casa Grande. My name is Bob Jackson. I am also the  
6 vice chairman of the group called Pinal County Alliance.  
7 I am also the chairman of the Alliance Transportation  
8 Committee. The alliance was formed in the mid 80s, and I  
9 want to read you the membership list so you understand who  
10 we represent: City of Apache Junction, City of Casa  
11 Grande, Central Arizona College, Central Arizona  
12 Irrigation and Drainage District, City of Coolidge, City  
13 of Eloy, City of Florence, City of Kearny, City of  
14 Maricopa, the Maricopa Stanfield Irrigation District, the  
15 New Magma Irrigation and Drainage District, Pinal County,  
16 Salt River Project, and the City of Queen Creek.

17           I would just like to say that when we started a  
18 couple of months ago with the process, we've met with  
19 Victor several times. He has been absolutely delightful.  
20 And as he said in his presentation, we have requested and  
21 worked through some recommended changes. We are here  
22 today on behalf of the Alliance in support of the changes  
23 that he has recommended. And I personally thank Director  
24 Mendez for his help in working through our issues and  
25 making himself available.

1           We are very supportive of what you are trying to  
2 do. I think that we all recognize transportation as  
3 probably the top issue in most people's mind in the state  
4 of Arizona. And while we've had some resistance within  
5 our membership about the one cent, my comeback to everyone  
6 of them is come up with a better plan and they haven't  
7 been able to do that. So you are to be commended for what  
8 you are trying to do. We are very supportive in Pinal  
9 County and we would like thank Director Mendez for his  
10 help.

11           MR. S.L. SCHORR: Thank you, Mayor.

12           Our next speak is Paul Johnson. Mr. Johnson is a  
13 member of the City Council for Yuma.

14           MR. PAUL JOHNSON: My name is Paul Johnson. I am  
15 a member of the Yuma City Council. I am also vice  
  
16 chairman of the Yuma Metropolitan Planning Organization,  
17 and I'd like to thank you for the opportunity to speak  
18 today, Mr. Chairman, Members of the Board, Director  
19 Mendez.

20           I spoke at the Marana hearing, and I would like  
21 to reemphasize a few items that we talked about there.  
22 The City of Yuma's priorities in this -- our number one  
23 priority is the location of a connector route from State  
24 Route 195 at Interstate 8 to US 95. There's a study going  
25 on at this time. There are a number of routes under

1 consideration. All but one of those routes would go  
2 through existing neighborhoods or go on two-lane roads  
3 between existing subdivisions. They also would go through  
4 valuable irrigated farmland. There is an alternate route  
5 available that is only about three miles long that goes  
6 through vacant, undeveloped desert next to an existing  
7 railroad corridor and a power line corridor and a major  
8 irrigation canal. All that property is owned by the State  
9 and Federal Government and it would not affect any  
10 privately owned structure or any privately owned property  
11 if you would choose to do that. It's only about a  
12 three-mile stretch.

13           The City's No. 2 project is your Project No. 33,  
14 the Yuma Expressway, which goes from State Route 195 south  
15 and west along the sides of Yuma, connect at Interstate 8  
16 west of Yuma. This is critical. We have only three east  
17 west corridors in Yuma County. Two of those corridors are  
18 already at or above design capacity. One of them has been  
19 at a level of service of F for over a decade. This is an  
20 opportunity to obtain the right of way and find the  
21 corridor where there's not a whole lot of traffic now  
22 where we can obtain the right of way before it's built on  
23 and before we have to pay the high cost of development.

24           But what we need now on that particular project,  
25 No. 33, is a design concept report that is NEPA compliant

1 so that we can define a center line and right of way so  
2 that we can obtain that right of way before development  
3 happens.

4           We are about to let a contract to widen one mile  
5 of arterial street that's taken us about seven years to  
6 acquire the right of way. That street has been at least  
7 50 percent over design capacity, up to 100 percent over  
8 design capacity for at least 15 years. It's been level of  
9 several of F for 15 years. It's going to cost us twice as  
10 much -- it has cost us more than twice as much to buy the  
11 strip of right of way to widen that road and to demolish  
12 houses on two blocks of it than it cost us to actually  
13 build the road.

14           And it's not just the cost in money. It's the  
15 cost in impact and emotions and trauma that's inflicted  
16 upon the citizens. When somebody has been a widow and has  
17 been living in the house for 50 years and has to have her  
18 house taken by eminent domain. It's a not a real pleasant  
19 thing sitting up on a podium when you have one of these  
20 projects come through when you have to authorize the use  
21 of eminent domain. We would like to avoid that in the  
22 future by making strategic investments like Project 33 and  
23 get the right of way before it's built on.

24           Our third priority is your Project 29. And we  
25 would suggest that you concentrate your efforts on the

1 southern part of it between Avenue 9E and Aberdeen Road.  
2 That's critical to the Yuma Proving Grounds and the GM  
3 test facility. Yuma Proving Grounds has increased their  
4 employment, increase by over 50 percent over the last  
5 five years. And it is the highest paying average employer  
6 in Yuma County. And that's because almost all of the  
7 people that work out there are not military or civil  
8 service, they are high paid engineers and scientists that  
9 work for defense contractors and for General Motors.

10 I would urge you to adopt this transportation  
11 investment initiative, this strategy. I would also urge  
12 that the other people here and the Board take into  
13 consideration the fact that this overall plan is not  
14 perfect. It can't be perfect, but it is probably the most  
15 visionary comprehensive statewide transportation project  
16 that has ever been done in the United States.

17 And after serving nine and a half years on our  
18 Planning and Zoning Commission, I learned that you don't  
19 achieve a workable plan by making everybody completely  
20 happy. You have to come to consensus, and by coming to  
21 consensus doesn't mean that we all get our way. It means  
22 that we all can live with what is in the plan. There are  
23 parts of this plan that I would like to see changed, there  
24 are funding sources that I would like to see changed. But  
25 this has been over a year-long process that I have

1 participated in, and I would urge that you go forward with  
2 it, and I would urge that the Governor's transportation  
3 initiative be approved, because if it doesn't, this state  
4 is in real bad trouble for transportation. Thank you.

5 MR. S.L. SCHORR: Thank you, Mr. Johnson.

6 Our next speaker is Supervisor David Snider from  
7 Pinal County in Casa Grande. Supervisor Snider.

8 MR. DAVID SNIDER: Good morning, Chairman Schorr,  
9 Members of the Board. I bring you the regards and  
10 greetings and appreciation from the Pinal County Board of  
11 Supervisors, not only for the opportunity to speak with  
12 you today, but also for the hard work that all of you and  
13 Board Member Householder have put into this particular  
14 project.

15 As I indicated in an earlier public hearing, we  
16 appreciate not only the Governor's office, but the  
17 Department of Transportation and the TIME Coalition for  
18 recognizing that Pinal County's infrastructure needs are a  
19 part of the statewide solutions that are necessary in  
20 order for Arizona to continue to grow into the best state  
21 in the Union.

22 I am here to report as Chairman of the Board of  
23 Supervisors of Pinal County that yesterday in formal  
24 session, we approved the recommended changes that Director  
25 Mendez has presented to you. We are pleased that we were



1 able to work with the Central Arizona Association of  
2 Governments, the Pinal County Governmental Alliance -- as  
3 you heard from Mayor Jackson -- as well as our cities and  
4 towns to make some small changes that we think go a great  
5 deal of distance towards making this an even better  
6 product for you all to consider later today.

7 I think it's pertinent to point out that over the  
8 past two years, the Arizona County Supervisors  
9 Association, during it's regular legislative strategy  
10 meetings, has looked at issues that form our legislative  
11 platform. And within the top two strategies, the top two  
12 issues that confronted us as we worked through those  
13 platform issues, the issue of the need to have a separate  
14 revenue source to meet the state's transportation needs.  
15 It has been right at the top of our deliberations, in  
16 fact, right at the top of our legislative program.

17 Pinal County, the Board of Supervisors, helped  
18 shape that discussion. And our deliberations last  
19 September were no different. It formed a large part of  
20 where we were coming from as we started to move through  
21 this current year's legislative session. And we are  
22 pleased to be able to be a part of the transportation  
23 investment initiative that you all are considering.

24 Again, I want to thank all of you for your work  
25 and to echo the words of Mayor Jackson and Director Mendez

1 and his staff for the hard work that was put in to get  
2 those modifications in place so that they are not only  
3 reflective of the priority of the statewide level, but  
4 certainly address some of the local concerns that we have.  
5 And we commend him and his staff, and we commend you for  
6 taking the time and spending the political capital  
7 necessary to think large and to take a swipe at the  
8 solution -- part of the solution for our statewide  
9 transportation needs. Thank you very much.

10 MR. S.L. SCHORR: Thank you, Supervisor, for your  
11 thoughtful words.

12 Our next speaker is John Bernal.

13 MR. JOHN BERNAL: Good morning, Mr. Chairman,  
14 Members of the Board, Mr. Mendez. I'm John Bernal. I am  
15 with the Pima County Administrators Office. I bring you  
16 greetings from the Pima County Board of Supervisors, and  
17 from Mr. Huckleberry, our county administrator, and thank  
18 you for hearing us today.

19 I think Mayor Loomis already alluded to the fact  
20 that in this region we have had the good fortune in just  
21 the last two years as having had a successful election  
22 that has created this regional transportation authority  
23 entity and it's half cent sales tax revenue source that is  
24 helping us address many of our local routes. So this  
25 strategic initiative that the State Government has put

1 forth really is a welcome supplement to that, if you will,  
2 because we know that the state routes in our region are  
3 very important to our overall transportation network. So  
4 we are supportive of the proposals that have been put  
5 forth.

6           And as the previous speakers have said, we are  
7 very grateful that Director Mendez is willing to listen to  
8 our desires for adjustments and refinements and  
9 supplements to the proposal. So we have put forth certain  
10 suggestions, and those deal in the highway area with three  
11 general categories. We really would encourage that we  
12 accelerate certain segments of state routes in this region  
13 that, in fact, may be partially funded by some of the  
14 Regional Transportation Authority funds or other funds.  
15 We think that's important.

16           There is a very key corridor in our community  
17 known as the Aviation Corridor, or State Route 210, that  
18 the State Transportation Department has invested great  
19 sums of money in in the past. We believe that corridor is  
20 very key to the region, key to our downtown development.  
21 And we believe that there are connections and extensions  
22 to that route that really should be seriously considered.  
23 And we've made proposals in that regard.

24           And then finally there are other state corridors  
25 by way of Houghton Road and, again, the same State Route

1 210 that needs better connections to the interstate  
2 system. The Interstate system along 22nd Street In the  
3 case of the Aviation Corridor as an extension to the south  
4 along the road alignment to get to Interstate 10.

5 Again, we believe this is entirely strengthening  
6 the state corridors, as I think Director Mendez put it in  
7 his remarks.

8 You also, of course, mentioned that your plan is  
9 a multimodal plan. We also recognize the importance of  
10 that. Our Regional Transportation Authority Plan dealt  
11 with highways and transit and pedestrian movement, bicycle  
12 movements, etc. So we also have suggested that we give  
13 some attention to some transit investments in this  
14 community, both in the north-south and east-west  
15 direction. Again, not strictly to deal with our local  
16 transportation needs, but to supplement the state routes  
17 and their function in this region.

18 All of these suggestions, we know that Director  
19 Mendez and his staff have looked at them carefully with us  
20 with their time and energies. And I just want to close by  
21 saying that I do think it's important to address this  
22 statewide investment in transportation. To respond to the  
23 growth and development that was alluded to in the initial  
24 presentation; we are all addressing at the state level but  
25 at the local level as well. So thank you very much for

1 your attention.

2 MR. S.L. SCHORR: Thank you, Mr. Bernal.

3 Our next speaker is Marty Shultz.

4 MR. MARTY SHULTZ: Mr. Chairman, Members of the  
5 Board of Transportation, Director Mendez, I am Martin  
6 Shultz, and by way of introduction, I am VP of public  
7 affairs and government affairs for Pinnacle West Capital  
8 Corporation. But it seems like I have spent a fair amount  
9 of time dealing with transportation in Arizona and  
10 advocacy. I can recall when I was co-chair of Vision 21  
11 with your own Southern Arizona Sharon Megdal. I now serve  
12 on the National Surface Transportation Infrastructure  
13 Financing Commission. And I am learning up close and  
14 personal how difficult we are having it at the federal  
15 level and the implications for Arizona and the states.

16 Currently I am the treasurer and one of the  
17 co-founders, along with one of my colleagues, Jack  
18 Lunsford, who is here today of the TIME Coalition.

19 A request of you today would be to adopt and  
20 support the revised and updated Transportation Investment  
21 Strategy as an integral part to an overall comprehensive  
22 long range transportation plan. Those who have previously  
23 spoken, the elected officials, have really done a good job  
24 of summarizing the work that has been done, the efforts  
25 that have been put in by the Department of Transportation.

1           What they didn't dwell on, though, is their own  
2 local efforts and their COGs around the state that have  
3 been an integral part of this as we have been observing  
4 this process. So it really has been a two-way street from  
5 the professionals at the state level and also the  
6 professionals at the local, county and COG levels.

7           This has really been -- from a private sector  
8 standpoint I am saying this -- an impressive piece of  
9 work and cooperation that I think is unprecedented. And I  
10 would like to thank all of those that are here and made  
11 statements today, as well as those that are not here.

12           But TIME recognizes that the Board ultimately  
13 would take official and final action if the funding source  
14 is approved at ballot. So I want to tell you that when I  
15 think about this meeting today, I think about the sort of  
16 average Arizonan. They don't often pay, with all due  
17 respect, marked attention to every aspect of the ADOT  
18 board meetings as you get into excruciating detail. But  
19 as far as today is concerned, I say that this is a day all  
20 Arizonans should really pay attention to what you are  
21 considering.

22           Because if approved, and if approved then as far  
23 as a funding source by the voters, this is really the mark  
24 of something that is going to change for the better  
25 Arizona's economy and the way people work and live and how

1 they operate. I mean it is that significant. I think it  
2 is a major step forward. I can assure you that our TIME  
3 campaign, which is going to be the source, if you will, if  
4 the voters approve it, of the money by a penny adjustment  
5 on the State sales tax would produce money to fund this  
6 plan, \$42.6 billion over 30 years using conservative  
7 estimates. I think that's important, the way the  
8 financing plan was put together.

9           Ultimately this is a good-news-bad-news thing.  
10 If we don't act now, in 20 years, Arizona drivers are  
11 going to spend 75 percent more time commuting as they do.  
12 And we would not have the kinds of options to knit our  
13 state together. However, the good news is that we believe  
14 we have an initiative that is on the street now, which is  
15 in the process of being received favorably by people who  
16 are having the opportunity to consider the initiative and  
17 sign on the bottom line.

18           Assuming that we get the requisite 153,000  
19 signatures -- and I'll do more today than assume that, I  
20 will tell you that we are going to get those signatures,  
21 and we are going to file those signatures, plus a cushion  
22 that you will be very impressed with on or before the 3rd  
23 of July, which is the deadline.

24           And over the next five months, I will make a  
25 commitment to you that on behalf of the business

1 community, on behalf of the TIME organization, we will put  
2 definitely the old pedal to the metal in terms of  
3 educating -- and I want to emphasize educating -- people  
4 around the state about how important this is, how  
5 intricate and complex it is, how it has been knitted  
6 together by the interest and the participation of people  
7 all over this state. And we will do the best job we can  
8 to convince, I think, many more than 50 percent of the  
9 voters to vote yes to approve the funding strategy. And  
10 ultimately, then the ADOT work has really just begun, and  
11 that's a high class problem for Arizona.

12           So you will be doing yourself and the state of  
13 Arizona a big favor if you will approve this plan, and I  
14 appreciate all of the work you've done so far. I would be  
15 glad to answer any questions if you have them,  
16 Mr. Chairman.

17           MR. S.L. SCHORR: Thank you, and thank you for  
18 your great, great efforts in the past, present and into  
19 the future.

20           Our next speaker is William S. Gaither.

21           MR. WILLIAM GAITHER: Mr. Chairman, and Members  
22 of the Board and Director Mendez, my name is William S.  
23 Gaither. I'm a civil engineer who lives at 7719 South  
24 Galileo Lane in the Academy Village southeast of Tucson.

25           Since appearing before you in Marana on June 9th,



1 I studied the Statewide Transportation Investment Strategy  
2 and agree that it contains many worthy projects that are  
3 dear to the hearts of many county officials who proposed  
4 them.

5           To me, it is not a visionary plan that will make  
6 a difference in Arizona's future. This plan looks to me  
7 like a big Christmas tree with little gifts for all of  
8 Arizona's children. It does not envision a big gift that  
9 could bestow life-changing benefits to our statewide  
10 family far into the future.

11           I'm here to describe a visionary transportation  
12 plan, a big gift, if you will, which will dramatically  
13 enhance the economic well being of Arizona. Its main  
14 features are clear and simple. It is a 10-year,  
15 \$27 billion all-electric, petroleum-free, pollution-free,  
16 light and heavy rail public transportation plan. Every  
17 aspect of the plan employs proven and readily available  
18 technology perfected over several decades in Asia and  
19 Europe.

20           The plan comprises three complimentary parts that  
21 create the core of a state-of-the-art transportation  
22 system for Arizona. The first part of this visionary plan  
23 is the Phoenix light rail system, which is nearly complete  
24 and will begin operation in December. This is a modern  
25 20-mile system with 28 stations that connects ASU, Sky

1 Harbor and Downtown. This will be expanded to serve  
2 additional areas; two billion is budgeted in this plan for  
3 that work.

4           The second part of this visionary plan is a new  
5 200-mile-per-hour high speed passenger system that will  
6 cut travel time between Tucson and Phoenix to 30 minutes.  
7 Its Phoenix terminal will be next to Sky Harbor Airport,  
8 where it will connect to the light rail system. This  
9 95-mile corridor will have four tracks on a new dedicated  
10 right of way, the middle two tracks for nonstop service,  
11 and the two outside tracks for local service stopping in  
12 Marana, Eloy, Casa Grande, Maricopa and possible other  
13 stations. This part of the plan will require \$20 billion.  
14 It would include capitalized subsidies of up to 70 percent  
15 of the total annual operating costs that will be necessary  
16 to insure attractive fares.

17           The third part of this visionary plan is a new  
18 light rail system in Tucson. It will cost \$5 billion.  
19 This light rail system will feed passengers into a high  
20 speed terminal in the northwest side of the city. It will  
21 serve the university, the university research park and the  
22 high-tech industrial complex on the south side of the  
23 city. It will also have branches that serve downtown,  
24 medical centers, and the rapidly growing southeast side of  
25 the city.

1           An important group of riders will be university  
2 students, professors, scientists and engineers working  
3 cooperatively between ASU and the University of Arizona  
4 and high-tech industries in both cities.

5           The Tucson light rail system will enfold the  
6 planned 4-mile streetcar system. This is a visionary  
7 alternative transportation plan that will encourage  
8 compact, forward-looking commercial and residential real  
9 estate development in the Tucson-Phoenix corridor where  
10 passenger access can be by walking, bicycling, and  
11 electric vehicles.

12           The United States is in a new era where, one,  
13 rural petroleum production has peaked; two, two huge new  
14 consumers, India and China, have entered the international  
15 petroleum market place; and, three, air pollution and  
16 global warming will dominate future public thinking as  
17 critical economic issues.

18           The era of big cars and big trucks for personal  
19 mobility is nearly over. More freight will move by rail  
20 while less will move by diesel-powered heavy trucks on our  
21 highways.

22           The United States is at least three decades  
23 behind other developed countries in Europe and Asia in  
24 providing modern, convenient and nonpolluting public  
25 transportation for its citizens. Arizona needs to

1 understand and accept the challenge of high-cost petroleum  
2 and move boldly forward to economic prosperity and energy  
3 independence.

4           If Arizona adopts the visionary alternative  
5 transportation plan I have outlined today, it will attract  
6 world-wild attention and investment. I welcome the  
7 opportunity to work with ADOT and refine this visionary  
8 plan as an important alternative to the Statewide  
9 Transportation Investment Strategy that is before you  
10 today. I'd also welcome questions from the Board.

11           MR. S.L. SCHORR: Thank you, Mr. Gaither.

12           Our next speaker is Catherine Gorman from  
13 Winkelman.

14           MS. CATHERINE GORMAN: My name is Catherine  
15 Gorman. I live at 92425 East Aravaipa Road in Winkelman,  
16 although, actually, I live in Aravaipa Canyon just below  
17 the wilderness area. And in some respects, I'm speaking  
18 for the Aravaipa Property Owners Association, at least in  
19 terms of the proposed I-10 bypass that would go -- I think  
20 it is called the Aravaipa Valley Route.

21           The Property Owners Association, at their last  
22 meeting, voted unanimously to oppose this bypass route.  
23 And I am not that familiar with the Statewide  
24 Transportation Investment Strategy, but in looking it  
25 over, there are certainly parts of it that I can applaud;

1 for example, your designation of biologically sensitive  
2 lands and wildlife corridors and the open space that has  
3 been designated by specifically the Pinal County  
4 Comprehensive Plan.

5 But one of my main questions is how this proposed  
6 I-10 bypass route would -- well, it seems like it is in  
7 conflict, really, with your investment strategy. And so I  
8 guess I might be able to support this investment strategy  
9 and including the proposed tax to fund it if I could be  
10 assured that none of these funds would go towards the  
11 proposed I-10 bypass.

12 MR. S.L. SCHORR: Thank you.

13 MS. CATHERINE GORMAN: Thank you.

14 MR. S.L. SCHORR: Mr. Mendez, I understand that  
15 the Aravaipa Bypass is not included within the investment  
16 strategy; is that correct?

17 MR. VICTOR MENDEZ: That is correct.

18 MR. S.L. SCHORR: Richard Corbett.

19 MR. RICHARD CORBETT: Thank you, Mr. Chairman and  
20 Members of the Board. I'm here today representing a  
21 chapter that was recently formed called Arizona Walks, and  
22 it's a chapter of the America Walks. I'm also the  
23 president of the Southern Arizona Institute of  
24 Transportation Engineers, even though I am not  
25 representing that group today.

1           I just want to speak on behalf of pedestrians,  
2   and I applaud the plan for including provisions for  
3   pedestrians. And I want you to know that Arizona Walks  
4   supports the initiative. We appreciate and we want to  
5   stress the importance of pedestrian provisions as part of  
6   the road projects. Because quite often when road projects  
7   are done, pedestrian provisions are included but they are  
8   not necessarily given the emphasis that they should be.  
9   Because pedestrians in Arizona suffer one of the highest  
10   rates of crashes of any group that we have. And  
11   pedestrian provisions are important because all of us are  
12   pedestrians. All of us walk to some extent or another.

13           And we want to make sure that your pedestrian  
14   accommodations are included not just as an afterthought  
15   but as a key part of the provision for people movement.  
16   Because pedestrians are important because we need  
17   pedestrian movement, not only to get us around to places  
18   but also to give us the healthful exercise that we get.

19           So that's all I have, and I appreciate the  
20   opportunity to speak. Thank you.

21           MR. S.L. SCHORR: Thank you.

22           Ms. Maxine Leather.

23           MS. MAXINE LEATHER: Good morning, Mr. Chair,  
24   Members of the board, and ADOT staff and guests that are  
25   here today. I am Maxine Leather, and I am the executive

1 director for the Central Arizona Association of  
2 Governments. We're the council of governments that  
3 represents Yuma and Pinal Counties and the 16 incorporated  
4 municipalities within those two counties.

5 I want to thank the Board and Director Mendez and  
6 his staff for being open to the refinements that we have  
7 requested for Pinal County. And I want you to know that  
8 those went before our regional council at the June 13th  
9 meeting and were passed by the Board. And thank you so  
10 much for your consideration of them.

11 MR. S.L. SCHORR: Thank you for coming.

12 Anthony Smith -- Mayor Anthony Smith, I should  
13 say.

14 MR. ANTHONY SMITH: Mr. Chairman, Board Members,  
15 I want to recognize one of our City of Maricopa leaders in  
16 transportation, our council member Edward Farrell. He has  
17 also been very active and proactive in transportation  
18 solutions way before my two-week period. I just happen to  
19 be elected a couple weeks ago.

20 I also wanted to acknowledge the hard work in the  
21 last two weeks of the CAAG, the Central Arizona  
22 Association of Governments, Pinal County Alliance, Pinal  
23 County, and the citizens of Maricopa for their support.

24 Staying true to the process and being firm in our  
25 regional planning ideas has had some success for Maricopa,

1 and we are very pleased at Highway 347 and the Union  
2 Pacific Railroad grade crossing, and the Val Vista  
3 Corridor are currently on your list, and they are included  
4 in your strategic plan.

5           These are very important improvements for the  
6 City of Maricopa and that area because they increase the  
7 circulation and reduce the congestion and increase safety  
8 for our citizens.

9           The City of Maricopa looks forward to the passage  
10 of this initiative, and we look forward to the success at  
11 the ballot box. Thank you for your hard work, and we  
12 appreciate it. Thank you.

13           MR. S.L. SCHORR: Thank you, Mayor. Thank you  
14 for coming to these meetings and giving us your thoughts.

15           Mr. Barry Sleight.

16           MR. BARRY SLEIGHT: Thank you all. I am Barry  
17 Sleight from Oro Valley. I am here as an individual. One  
18 ethical disclosure I am obligated to make, although it is  
19 an inactive status, in so far as the Department and the  
20 State are recipients of Federal funding, I am obligated to  
21 note that I am registered as a lobbyist, U.S. Congress,  
22 Washington.

23           I am suggesting a region-specific refinement to  
24 the topic being discussed today related to a strategic  
25 highway project in Pima County, which would be either on a



1 topic -- either an interstate spur from Interstate 10 east  
2 along the Tangerine Corridor. Such a spur might be  
3 numbered Interstate 310, 510, 710 or 910, or, as US/SR  
4 improvement along the same corridor.

5           In other words, a limited-access facility along  
6 the Tangerine Road Corridor from Interstate 10 east to  
7 La Piñata Drive in Oro Valley. I suggest that this might  
8 be accomplished in part by seeking federal funding as  
9 appropriate under the interstate system, or other federal  
10 funding, including giving -- having this body, these two  
11 bodies or other appropriate state agencies given treaties  
12 to our congressional delegation for appropriate  
13 authorizing and appropriations language, including ear  
14 marking, if necessary, to accomplish this task.

15           You have heard other speakers speak about the  
16 importance of the Tangerine Road Corridor in Pima County  
17 and as a first and most immediate next step, in that, I  
18 suggest that there be measures taken to insure proper  
19 right of way for any future, any foreseeable future  
20 improvement for that corridor. This corridor might be  
21 thought of as possibly interleaving, or not, with the I-10  
22 West Corridor, that study that the Department has engaged  
23 in. Thank you.

24           MR. S.L. SCHORR: Thank you.

25           Dick Basye.

1           MR. DICK BASYE: Chairman, Members of the Board,  
2 I am Dick Basye, board member of Pima Association of Tax  
3 Payers, but I am speaking for myself.

4           First, I would like to say that I gave you a copy  
5 of a statement that someone from Phoenix asked me to  
6 provide for you, a Tom Jenney of Arizonans for Prosperity,  
7 in which he is concerned about ADOT's performance in so  
8 far as that they have not compiled a cost per person mile  
9 evaluation of various transportation modes, as was  
10 required by the State Legislative Act of some six years  
11 ago, and that they should do that before they come forward  
12 with any specific form of transportation improvements.

13           As for myself, I would suggest that we're in bad  
14 times right now, so I would offer a different comment from  
15 what others have said here. In specifically, with high  
16 gas prices and the economy as it is, I have some suspicion  
17 that the public will not pass this one cent sales tax  
18 increase.

19           In addition to that, here in Tucson, they are  
20 talking about a half cent sales tax increase for a Sports  
21 Authority and restaurants, bars and hotels. So I have  
22 some doubts that the public is going to be inclined to tax  
23 themselves to a 9.1 or a 9.6 percent sales tax.

24           Secondly, right now we have no light rail system  
25 in Phoenix. It's not going to be open until December.

1   Shouldn't we first evaluate the cost effectiveness and if  
2   people are using it before we commit ourselves to a light  
3   rail system?   Why should I say this?   Because there are  
4   very few people here in the room who probably read the LA  
5   Times study of what happened in California.   It was done  
6   about five years ago by the LA Times.   They analyzed the  
7   various light rail systems that were installed there; the  
8   one in San Diego, the two in LA, Sacramento and San Jose.  
9   They concluded basically that light rail ended up costing  
10   two to three times as much in capital outlays to construct  
11   as had been projected, and also that ridership had not  
12   increased that had been anticipated, that basically people  
13   that took the bus from point A to point B once the light  
14   rail was in place, took the light rail from point A to  
15   point B.   There wasn't quite the ridership, except for one  
16   exception, that was the downtown San Diego to Tijuana run,  
17   which is a unique situation, as most of you probably know.

18               Secondly, I was somewhat in favor of the idea of  
19   a train system between, say, Phoenix and Tucson, maybe  
20   down to Nogales to hook up with the Mexican train system.  
21   Then low and behold, I discovered that in 1990, Mexico  
22   stopped the train service to Nogales because it wasn't  
23   getting enough passengers.   Should we be going forward on  
24   a train system when even an emerging third world country  
25   can't get passengers on their train system?   I don't know.

1           Finally, I would say, we need more accountability  
2 from ADOT. There was a study done, I know it was a dozen  
3 years ago, but there's probably very few in this room that  
4 know about it. It was a study done by the University of  
5 North Carolina. It was a study done that evaluated the  
6 benefits of transportation in each state based on the  
7 amount of money that was allocated to transportation and  
8 how good their roads were. And you guessed it, Arizona  
9 was the Mississippi of the West. We were 49th out of 50  
10 states in the quality of our roads for the amount of money  
11 that was collected to produce those roads.

12           So I would just suggest that we should be sure  
13 that ADOT has good oversight and that it doesn't end up  
14 being a case of special favors for special friends.  
15 Thanks a lot.

16           MR. S.L. SCHORR: Thank you.

17           I am going to do the best I can, but, Abreeza  
18 Zegeer?

19           MS. ABREEZA ZEGEER: Good morning. My name is  
20 Abreeza Zegeer. I live in Tucson Arizona, and I have  
21 lived in Arizona for the last 48 years. I have to say no  
22 to the new sales tax on goods -- food is exempt -- that we  
23 buy in Arizona for the ADOT RTA plan. You need to stay  
24 within your tax money that you have already been  
25 allocated.

1           There is not enough for the -- if there's not  
2 enough for current transportation projects, you need to  
3 postpone some of those projects. And you shouldn't be an  
4 all-or-nothing mentality, we have to do everything now or  
5 not. I believe that possibly a user-paid tax may be more  
6 equitable. A gasoline tax would be more appropriate. It  
7 is a user-based tax. The more gas you buy, the more you  
8 drive on the road, hence, the more you pay.

9           I think one of the best solutions for you to do  
10 is to cut bait and pull in some of those fishing lines.  
11 Think of priorities within each of the ADOT RTA districts,  
12 fund those projects and wait for better economic times.  
13 Yes, we are in a recession, and, yes, we are in debt up to  
14 our eyeballs.

15           The rest of the Arizona State funding lines have  
16 made budget cuts now up to six percent. If ADOT and RTA  
17 are incapable of tightening their belt, have they  
18 stretched their selves too thin now and we are paying the  
19 price?

20           I believe you should stop the madness, stop over  
21 spending what we don't have. This also goes true for Joe  
22 and Josephine public; don't spend money you don't have.

23           A few questions, I question the reports from the  
24 RTA monies from the fiscal year of 06/07 audit.  
25 30 percent of those monies that were collected invested

1 in the Federal National Mortgage Association, otherwise  
2 known as Fannie Mae; that was \$9.1 million. The other  
3 part of that 30 percent was in Freddie Mac. You have got  
4 that listed as Federal Home Loan Mortgage Corporation,  
5 which is \$7.6 million. Both of these funds have steadily  
6 lost money since June of last year, anywhere from 10 to  
7 over 50 percent. How are those funds doing? That is my  
8 question to you.

9 Also, another question is, explain the 2007-2011  
10 PAG Tip amendment where funding was dropped for new and  
11 improved bike lanes here in the Tucson area. Some of  
12 those were pedestrian lines.

13 Thank you for your attention.

14 MR. S.L. SCHORR: Thank you.

15 Jay Howe, Safford.

16 MR. JAY HOWE: Thank you Chairman Schorr and  
17 Board Members. It's nice to see some friendly faces,  
18 Bill, still there.

19 The message we would like to bring you from  
20 Safford is that we certainly respect the statewide plan  
21 and the wisdom of those who are doing the studies and  
22 recommending the plans. And we recognize that there has  
23 never been sufficient money to do what we need to do with  
24 transportation issues.

25 But the concern that we have is not so much the

1 plan, but we wanted to let you know that we know that out  
2 of the million and a half to two million that is going to  
3 come out of Safford and Gila Valley, and the return that  
4 we are going to get is certainly not sufficient to do what  
5 we need to do with our roads. So the only thing that we  
6 would like is maybe some additional consideration on  
7 subsidizing projects and roads that are outside of our  
8 communities, and maybe giving us more input on where the  
9 money we are going to receive is going to be spent and  
10 allow us more input on the prioritizing process, and maybe  
11 give some additional consideration to some rural Arizona  
12 projects with your normal budgetary process and its  
13 discretionary funds.

14 But the program that Victor has presented and  
15 that you guys have been working on, you know, it is a  
16 necessary program. We recognize these needs statewide and  
17 we applaud your vision in moving forward with that. Thank  
18 you very much.

19 MR. S.L. SCHORR: Thank you Mr. Howe.

20 Holly Lachowicz.

21 MS. HOLLY LACHOWICZ: Hi, my name is Holly  
22 Lachowicz, and I am here to speak for Council Member  
23 Uhlich, Ward 3, City Council Tucson. She has some  
24 comments that she would like to submit because she is  
25 unable to be here, but I am just going to highlight some

1 of them.

2           Primarily, she wants to note the important  
3 dialogue involved across the state regarding transitory  
4 development and the way that we encourage vibrant quality  
5 entities where it makes sense.

6           In Ward Three, we have had several meetings with  
7 Sam Katari (phonetic) and Kristin Onquest (phonetic), and  
8 interested and local infield developers and neighborhood  
9 leaders. We recently had a presentation at Ward Three  
10 that highlighted successful transit-oriented development  
11 in Phoenix and Tempe. These conversations have sparked  
12 positive actions, and we are going to continue this  
13 discussion.

14           Just this past Tuesday, the City Council voted to  
15 sustain our general fund investment in mass transit. We  
16 have frozen mass transit fares to encourage increased  
17 ridership on our bus and transit system. We are  
18 recognizing that transit routes are arteries along which  
19 to encourage density so that our population growth can be  
20 accommodated in an environmentally and economically  
21 sustainable manner.

22           Anyone here today, if you are interested in  
23 joining these discussions at Ward Three on smart growth,  
24 please contact me, Holly Lachowicz, at Ward Three because  
25 we are going to be continuing to work with Shannon on



1 discussions. Thank you.

2 MR. S.L. SCHORR: Thank you.

3 Ann Lauer from Benson.

4 MS. ANN LAUER: I am not going to speak. Thank  
5 you.

6 MR. S.L. SCHORR: Tom Rankin from Florence, who  
7 identifies himself as a citizen, but we know him  
8 otherwise.

9 MR. TOM RANKIN: Thank you, Mr. Chairman.  
10 Victor, how are you? Good morning, ladies and gentlemen.

11 I am here to support the Pinal County proposal  
12 that has been presented with Victor's help on it. But I  
13 am also here to take a look at what's going on statewide,  
14 the education that we have to do with the public to get  
15 this passed.

16 You know, I have heard some comments here today  
17 that might take us back to riding horses again, if we  
18 could afford the hay. You know, the price of hay has gone  
19 up quite a bit, too. It's pretty bad when you are paying  
20 more for a gallon of gasoline than you are for a gallon of  
21 milk. Down in Florence today, it's 4.21 a gallon. I am  
22 going to buy my gas here before I go back.

23 The whole state has got to get behind this. If  
24 this would have happened 20 years ago, we wouldn't be here  
25 today. We would be sitting discussing how to take the

1 money and split it up. We've got to do this. We've got  
2 to get this thing passed. And I am not so sure it's going  
3 to pass. I'm going to be out there supporting it, but I'm  
4 supporting it on a statewide basis. And my days as a  
5 politician are not over, just in a different line, that  
6 overhead.

7 Pinal County is going to be the second largest  
8 county in the state. We know that. We have projected  
9 that. Pinal County has become more progressive working  
10 with MAG and PAG and our planning division of the CAG  
11 region. Gila County does not -- it's got to be included  
12 also, because if you take the center of Arizona, and  
13 that's Pinal and Pima Counties, you are at the center of  
14 -- a lot of travel through our county going to Phoenix,  
15 going to Tucson, going to the White Mountains, going to  
16 Payson, people coming down to Nogales, Tucson.

17 So Pinal County, I would almost guarantee, will  
18 support this. But we have to get everybody working on the  
19 same page, anything we can do. I am going to be out  
20 supporting it as I talk to people about it.

21 Delbert, I want to thank you very much for  
22 putting up with me for the four years -- well, the whole  
23 Board. Again, Victor has been really great.

24 And studies that were done 12 years ago doesn't  
25 mean what's going on in Arizona today. Victor, the

1 comments made about that North Carolina study, that was 12  
2 years ago. That wasn't during your term, and I don't  
3 think you deserve it here today. With that, I will shut  
4 up and sit down. Thank you very much.

5 MR. S.L. SCHORR: Thank you, Mayor.

6 MR. TOM RANKIN: Ex mayor.

7 MR. S.L. SCHORR: Still Mayor, though.

8 Helena Kalmis.

9 MS. HELENA KALMIS: I am Helena Kalmis, and I am  
10 here to represent the Arizona Self Advocacy Coalition,  
11 Southern Region. I was hoping that some of the members  
12 were here, but unfortunately, they could not make it.  
13 They are voting, full members of our community here and  
14 they are at work right now. They are actually quite  
15 disappointed that this meeting was held during the day and  
16 not at a more convenient time.

17 I am here because that particular group -- these  
18 are people with developmental disabilities, adults with  
19 developmental disabilities, wanted to be represented when  
20 these decisions are being made about transportation.

21 As far as I could see, this Board does not have  
22 anybody with developmental disability or any type of  
23 disability. And it is a major concern of the members that  
24 they do have a say. As you know, this particular group  
25 uses transit, and they are looking for solutions that will

1 include them in a very inclusive way.

2           Also, increasing the tax by one percent is a  
3 major hidden tax with our particular group, and they do  
4 vote. I would like you to know that if you take  
5 statistically any other group, they probably vote more  
6 than other groups. And they are very knowledgeable, and I  
7 wish that they were here to be able to speak for  
8 themselves. But if you want that group to vote for the  
9 tax, you have to make sure that they have a say in the  
10 decisions. That's all I have to say.

11           MR. S.L. SCHORR: Thank you.

12           Mr. Gene Caywood.

13           MR. GENE CAYWOOD: Mr. Chairman, I am Gene  
14 Caywood from Tucson. I have been involved in  
15 transportation issues, particularly transit issues,  
16 locally for almost 30 years, and at the state level for  
17 about almost 20 years a member of the Board of Arizona  
18 Rail Passenger Association. We have been promoting  
19 regional and commuter and inter-city rail for many, many  
20 years. I'm also a member now of the Southwest Rail  
21 Corridor Coalition.

22           And I just want to say that what you are doing  
23 here today, in my opinion, is very significant. This is  
24 the first time I recall that ADOT has put forth a strategy  
25 or a plan that covers 30 years, not just 20 years. It's

1 the first time that the State has committed by this type  
2 of planning to involvement in rail passenger service on a  
3 statewide level. And I can't express how much that means  
4 to those of us that have been talking about this for 20  
5 years trying to get people to listen. It's a wonderful  
6 step forward.

7           And I want to thank the Board, particularly  
8 Mr. Mendez and his staff, and the Governor for all their  
9 hard work on this. We have been very pleased with the  
10 strategy that has been put forth. It, as you well know,  
11 contains at least the beginnings of the elements that we  
12 have been talking about. It doesn't fund everything we'd  
13 like to see obviously. But that's not the case with the  
14 other modes, either.

15           But it does begin to put together an inter-city  
16 rail system between Tucson and Phoenix. It puts together  
17 commuter rail in the Phoenix area and in the Tucson area,  
18 which, in my judgment, will work well and is needed. It  
19 also provides additional money for expansion of the light  
20 rail in Phoenix and the modern street car or light rail or  
21 bus rapid transit in Tucson. And all of these are things  
22 and goals we have been looking forward to for a long time.

23           So I just want to say that on behalf of Southwest  
24 Rail Corridor Coalition, we are pleased to be a part of  
25 this. We offer our support to Mr. Shultz and the TIME

1 Coalition. We have been meeting regularly in Phoenix once  
2 a month with a full committee, and twice a month in  
3 between that with subcommittee meetings trying to get  
4 organized to be hopefully the voice that supports the rail  
5 element of this and to educate the public as it goes forth  
6 to the initiative. So thank you very much for that.

7 Do I have another minute or second? I would like  
8 to add just one thing. I think the plan is great and I  
9 love it, but I can't help but pick on one little detail.  
10 I think that you need to, Mr. Mendez, not forget about the  
11 connection between Tucson and Nogales. The 1994 study  
12 that the State did concluded that there would be almost  
13 the same amount of ridership on rail trains between  
14 Nogales and Tucson as between Tucson and Phoenix. And  
15 that's always a case that a smaller community has a need  
16 to go to the larger community, and that, in combination  
17 with the cross-border traffic is what caused that  
18 ridership number to be generated. And I think we  
19 obviously should start with Tucson/Phoenix, but very soon  
20 after that, we should be looking at that connection to  
21 Nogales. Thank you very much.

22 MR. S.L. SCHORR: Thank you.

23 John Kromko.

24 MR. JOHN KROMKO: Okay folks, my name is John  
25 Kromko. I live at 717 North 7th Avenue in Tucson. And I

1 just want to come down here and thank you all, because  
2 with the price of food going up and the price of gas going  
3 up, people come up to me all of the time and say, John,  
4 can't you arrange for me to pay more tax? We want to pay  
5 more. We want to do our share in investing in the state  
6 here.

7           And I am glad you guys have seized the  
8 initiative, no puny tax increase. You are going to have  
9 us pay a whole dollar for every \$10 we spend in tax. That  
10 is the kind of investment we need.

11           This will cost the average family in this state  
12 about \$500. And I know people want to make that kind of  
13 investment. And that's what it is. I'm glad that you  
14 left the gas tax off. You know, the gas tax hasn't been  
15 raised in years, and I am happy that you moved forward  
16 with this tax, which exempts gasoline from paying any  
17 more. And I thought that was very creative and  
18 innovative.

19           And let's see what else -- and we'll do our part  
20 down here in Pima County by the grace of Chuck, the same  
21 people who rigged the last transportation vote are still  
22 in place ready to do their job again. So I'm sure that we  
23 will be willing to help you as you come down here to  
24 Tucson and spend public money to do a thing that can't  
25 help but influence the results of an election. And I know

1 that takes courage to violate the law that way. And I  
2 appreciate it, and keep up the good work men. Thank you.

3 MR. S.L. SCHORR: Our next speaker is Sarah  
4 Smallhouse.

5 MS. SARAH SMALLHOUSE: Good morning, Chairman  
6 Schorr, Director Mendez, Board Members. Thank you for the  
7 opportunity to speak. I'm here this morning representing  
8 TREO, Tucson Regional Economic Opportunities. I am on  
9 that board. We strongly endorse this plan and feel that  
10 strategic investment in multimodal transportation  
11 infrastructure is not only essential but urgent. The  
12 costs are only going to go up. And for Arizona to remain  
13 competitive, this is a must do.

14 We realize it doesn't address all the needs you  
15 identified but that it is as aggressive as can practically  
16 be expected.

17 I'll be brief, I won't speak to the fine points  
18 of the plan, but we would also like to echo our thanks and  
19 gratitude for all the hard work and time that went into  
20 this and encourage you to approve the plan.

21 MR. S.L. SCHORR: Thank you.

22 I should add, for those of you that may not know,  
23 that Sarah's dad, Tom Brown, was studying transportation  
24 issues 30 or 40 years ago while most of us weren't very  
25 much interested in it. I recently had the opportunity to



1 look at his papers courtesy of Sarah. And surprisingly,  
2 some of the very issues that Tom Brown, with the  
3 background of an MIT and Harvard MBA training, some of the  
4 very issues that he identified then are current today.  
5 And some of the very comments being made and we're hearing  
6 today were being made back then. So the more things  
7 change, the more they seem to remain the same. Thank you  
8 again for speaking.

9 Our next speaker is Janice Przybyl.

10 MS. JANICE PRZYBYL: Good morning, my name is  
11 Janice Przybyl, and I represent the Sky Island Alliance.  
12 We are a local conservation organization based here in  
13 Tucson. Thank you very much for giving me the opportunity  
14 to speak for my organization.

15 I would like to comment on the investment  
16 strategy, especially for its intermodal strategy. To  
17 solve our transportation woes there are more possibilities  
18 out there than just laying down more asphalt, and I am  
19 very happy to see that you are addressing those innovative  
20 ways.

21 I also commend the natural infrastructure map  
22 that is incorporated in the Statewide Wildlife Linkages  
23 Assessment Report that identified critical wildlife  
24 linkages throughout the state. That was a truly  
25 collaborative effort between ADOT, Arizona Game and Fish,

1 Federal Highways, US Fish and Wildlife, the Forrest  
2 Service, and Sky Island Alliance. We are very proud of  
3 that report that also got a national award from the  
4 Federal Highways.

5           So am I very pleased that the wildlife linkages  
6 have been addressed and are included in the sensitive  
  
7 biological lands. I am a little concerned, though, about  
8 exactly how improvement projects, highway projects,  
9 through those sensitive biological lands will be handled.  
10 It is one thing to label something on a map as sensitive  
11 land, it is then one other step to insure that wildlife,  
12 critical wildlife habitat, is not destroyed or fragmented,  
13 or that wildlife can still move from one mountain range to  
14 another mountain range.

15           So I think that it would be really prudent that  
16 exactly how highway projects will be going through these  
17 sensitive lands, how that will be addressed, you know; are  
18 wider culverts adequate? What about where is the funding  
19 coming for very large wildlife structures? I think those  
20 things need to be laid out.

21           I also, like Ms. Gorman from Winkelman, would  
22 like assurance that these projects that are not identified  
23 in this strategy will not be funded, such as the I-10  
24 bypass. And the open space, the sensitive lands, in  
25 Arizona are going to become more important to protect if

1 our destiny is truly to become one huge red blob on that  
2 map that we saw on that map earlier between Phoenix and  
3 Tucson.

4 Our sensitive, rural, open-area lands in Arizona  
5 are part of the character of Arizona. It is part of what  
6 makes us unique, and I think it's very important that we  
7 maintain that character. Thank you very much.

8 MR. S.L. SCHORR: Thank you.

9 Jim Gloch.

10 MR. JIM GLOCH: Good morning, Chairman Schorr,  
11 Members of the Board, Director Mendez. I am Jim Gloch. I  
12 am the City of Tucson's Transportation Director. I will  
13 be very brief. We welcome the investment strategy as laid  
14 out. We are pleased that it aligns itself with the Pima  
15 Association of Governments 20/30 Plan, as Victor Mendez  
16 pointed out, that ADOT will be facing some funding  
17 challenges in the years to come should action not be  
18 taken.

19 Despite the passage of the Pima County Regional  
20 Transportation Authority half cent sales tax, we are  
21 already there in some sense because those funds help us  
22 build for the future but they don't help us address our  
23 critical maintenance needs today. So we welcome the  
24 initiative and the strategy, and we wish you well with  
25 respect to it moving forward. On behalf of the City of

1 Tucson's Department of Transportation, thank you for the  
2 opportunity to speak to you today.

3 JUDGE SCHORR: Thank you, Jim.

4 Our next speaker is John Carlson. He says he's  
5 from Gilbert, Arizona, but I know that not necessarily to  
6 be the case.

7 MR. JOHN CARLSON: Good morning, Mr. Chairman and  
8 Board Members and Director Mendez. I grew up in Tucson,  
9 but I currently live in Gilbert. Fortunately -- I don't  
10 know if it's fortunately, but I inherited my father's love  
11 for transportation, so it's been working me the last  
12 29 years.

13 I would like to first recognize the Governor and  
14 it's office, ADOT, and all the regional and local  
15 transportation authorities for putting together one heck  
16 of a plan. It is, as Councilman Johnson said, it's good,  
17 not a perfect plan, but it is a balanced plan. It  
18 addresses our needs. It addresses congestion and the  
19 impact it has on Arizona, not only the economy, but more  
20 importantly our environment and quality of life here. So  
21 I applaud the efforts to move forward.

22 Our Federal Government has failed to do this, so  
23 you have, as local leaders, are doing this and moving  
24 forward to make our Arizona lives better.

25 One thing I think that was failed to mention, the

1 tax does not take effect until January of 2010. I know we  
2 are in some tough economic times. I think the plan  
3 considers that and allows the local transportation  
4 organizations and the bond it gives against future funding  
5 to immediately start after it is passes. So I applaud the  
6 efforts and support this plan.

7 MR. S.L. SCHORR: Thank you, John. That  
8 concludes the white slips that have been turned in from  
9 those who would speak. And with that, I will ask the  
10 Board if they have any questions or any comments of the  
11 Director or any comments that they want to make?

12 In not then, a motion may be in order with  
13 respect to matters we've heard.

14 MR. DELBERT HOUSEHOLDER: So moved.

15 MR. S.L. SCHORR: Mr. Zubia.

16 MR. FELIPE ZUBIA: I would like to move that the  
17 Board adopt the -- or at least, I guess maybe I need some  
18 clarification here. Are we adopting the plan at this  
19 time, or are we recommending that the map be part of the  
20 TIME Initiative? I know we've got a couple-step process  
21 here in order to conform with State law. Maybe we need  
22 clarification before we do that.

23 MR. S.L. SCHORR: Mr. Mendez.

24 MR. VICTOR MENDEZ: Mr. Chairman and Mr. Zubia,  
25 right now, I think a motion would be in order for you to

1 adopt the investment strategy we have presented to you  
2 with the revision from the past public hearings.

3 And I think it's important to recognize that this  
4 would become part of your statutory requirement in  
5 delivering a long-range statewide transportation plan.

6 MR. FELIPE ZUBIA: I appreciate the  
7 clarification, Victor. So in that case, then, I so move  
8 that the Transportation Board adopt the Statewide  
9 Transportation -- or, the Statewide Investment Strategy  
10 and the plan and the associated changes over the past  
11 month as recommended through the ADOT staff.

12 MR. S.L. SCHORR: You've heard the motion.

13 MR. BOB MONTTOYA: Second.

14 MR. S.L. SCHORR: Seconded by Bob Montoya.

15 Any discussion on the motion?

16 All in favor say aye.

17 (A chorus of ayes.)

18 MR. S.L. SCHORR: Carried and so ordered.

19 Any further action required by the Board,  
20 Mr. Mendez?

21 MR. VICTOR MENDEZ: I know at one time you had  
22 suggested potentially moving forward as a board with a  
23 resolution. And you know, we have provided to you a  
24 potential resolution that you may want to consider.

25 MR. FELIPE ZUBIA: With that in mind, I did find

1 a copy of the resolution in my place here at my chair. I  
2 think all the other board members got a copy of that as  
3 well. And that kind of gets to what I think the  
4 clarification was needed for. Because I think, as noted  
5 by our attorney from the AG's office, in order for the  
6 Board to move forward on the actual plan, we need to adopt  
7 the plan, or at least move that it become part of our  
8 statewide 20-year plan.

9 So with that in mind, I would like to make a  
10 second motion if that's in order, Mr. Chairman?

11 MR. S.L. SCHORR: Certainly.

12 MR. FELIPE ZUBIA: I make the motion that  
13 pursuant to Arizona Revised Statute, Section 28-506, I  
14 move that the Board adopt the Transportation Investment  
15 Strategy presented today as a part of the Arizona  
16 Long-range Statewide Transportation Plan.

17 Again, this is to come into conformance with  
18 Arizona Revised State Statutes, which requires that the  
19 Department of Transportation develop a Long-range  
20 Statewide Transportation Plan. That plan must then  
21 identify the critical statewide system needs and include  
22 the estimate of projects that can be constructed under the  
23 existing funding sources and the projects that would be  
24 constructed if additional funds become available.

25 So again, that's the explanation for the motion,

1 but in any event, if you need me to repeat the motion, I  
2 can do so.

3 MR. S.L. SCHORR: Does the Board understand the  
4 motion made by Mr. Zubia?

5 MR. BOB MONTOYA: Second.

6 MR. S.L. SCHORR: Seconded by Mr. Montoya again.  
7 Any discussion or comment? Mr. Flores.

8 MR. VICTOR FLORES: Mr. Chairman, I guess there  
9 is still going to be a call for a resolution. This is for  
10 the motion, unless Mr. Zubia is including that as a form  
11 of a motion with the effect of that proposed resolution.

12 MR. S.L. SCHORR: I believe, Mr. Flores, that  
13 that motion that Mr. Zubia has made stands on its own, and  
14 it deals with the requirements of A.R.S. Section 28-506.

15 MR. VICTOR FLORES: Mr. Chairman, Mr. Zubia, is  
16 that not the motion that we voted on previously? I mean,  
17 this is nothing more than a repetition of the motion --

18 MR. S.L. SCHORR: It's ancillary to the  
19 resolution that has been adopted. This deals with A.R.S.  
20 28-506, and the other motion that had been approved by the  
21 Board deals with the support of the Statewide  
22 Transportation Investment Strategy.

23 MR. VICTOR FLORES: So Mr. Chairman, this is for  
24 the resolution? It would include the resolution?

25 MR. S.L. SCHORR: It would.



1           MR. BILL FELDMEIER: I have a follow-up question,  
2 Mr. Chairman. As I understand this motion, then, it  
3 reaffirms the Board's responsibility related to  
4 transportation planning and its role.

5           MR. S.L. SCHORR: Indeed.

6           MR. BILL FELDMEIER: Is that right?

7           MR. S.L. SCHORR: That's my understanding.

8           MR. BILL FELDMEIER: With that understanding,  
9 then, I'm ready to vote.

10          MR. S.L. SCHORR: I'll call the question, all in  
11 favor say aye.

12                               (A chorus of ayes.)

13          MR. S.L. SCHORR: Opposed? Carries and so  
14 ordered.

15          May I just add one further point. My  
16 understanding of the initiative, as I have read it, states  
17 that if the initiative were to pass and the funding source  
18 then would be available by the ballot, the Board would  
19 take final action on reaffirming the strategy before  
20 year's end.

21          MR. BILL FELDMEIER: Before what?

22          MR. S.L. SCHORR: Before year's end. We are  
23 required to do it before the end of year.

24          And if there's no further business before the  
25 Board, I believe the Board would entertain a motion to

1 adjourn.

2 MR. VICTOR MENDEZ: Mr. Chairman, if you have a  
3 question, just to clarify, seeing that it is a public  
4 hearing, I did not, at least in my mind, hear anything on  
5 the resolution. Are you not taking action on the  
6 resolution? And if so, it just seems to me that it should  
7 be read publicly. I'm not sure anyone in the public has  
8 actually heard or seen the resolution.

9 MR. FELIPE ZUBIA: Mr. Mendez, I think you are  
10 correct, in typically that job is done by the Board  
11 secretary or a clerk.

12 MR. VICTOR FLORES: If there is one. So with  
13 that in mind, I would recommend that our board secretary,  
14 Ms. Currie, read it into the record.

15 MS. MARY CURRIE: Resolutions of the Arizona  
16 State Transportation Board supporting the Statewide  
17 Transportation Investment Strategy.

18 Whereas, Arizona is facing a transportation  
19 crisis that threatens our economy and the prosperity of  
20 all Arizonans.

21 And whereas too many Arizonans are stuck on  
22 congested roads instead of home with their families and  
23 friends.

24 And whereas citizens are demanding transportation  
25 alternatives for travel to work, school, health and

1 recreational sites.

2           Whereas cities, towns and counties lack  
3 sufficient resources to connect with state transportation  
4 facilities to create a seamless transportation system.

5           And whereas, vital transportation routes across  
6 Native American lands need expansion and repair.

7           And whereas Arizona's natural environment  
8 resources are critical assets to be protected. All  
9 transportation improvements in the Statewide Investment  
10 Strategy will be designed in a context-sensitive manner  
11 that will preserve our environmental resources, and  
12 whereas the preservation of open space, critical habitat  
13 and scenic resources related to key transportation  
14 corridor improvements are important to Arizona's economic  
15 vitality and tourism value.

16           And whereas public transit including bus, rail  
17 and elderly transportation services are essential to  
18 future mobility needs for Arizonans.

19           Whereas, we all benefit from safer transportation  
20 options.

21           And whereas the Statewide Investment Strategy was  
22 developed collaboratively with input from the public, key  
23 stakeholders and planners at the city, town, county and  
24 tribal level.

25           Now therefore, it be resolved by the Arizona

1 State Transportation Board that the State Transportation  
2 board supports implementation of Statewide Investment  
3 Strategy in order to reduce congestion, improve safety,  
4 create and sustain new jobs, promote the economy, enhance  
5 the connectivity of our transportation system with cities,  
6 towns, counties and tribes, provide multimodal  
7 transportation options and protect Arizona's natural  
8 beauty.

9 Passed and adopted by the Arizona State --

10 MR. S.L. SCHORR: Mary, let me interrupt for a  
11 moment before we do that.

12 You've heard the resolution read by our  
13 secretary. We need a motion adopting that proposed  
14 resolution by the Board.

15 MR. BOB MONTOYA: Moved.

16 MR. S.L. SCHORR: Moved by Mr. Montoya.

17 MR. DELBERT HOUSEHOLDER: Second.

18 MR. S.L. SCHORR: Seconded by Mr. Householder.

19 All in favor say aye.

20 (A chorus of ayes.)

21 MR. S.L. SCHORR: Any opposed? Carries and so  
22 ordered.

23 May I just, before moving to adjourn the meeting,  
24 may I make an observation?

25 When I first got on the Board about six years

1 ago, the subject of transportation was an important  
2 subject but certainly wasn't the subject that it is today.  
3 Over the past six years, over the past and then, we have  
4 seen radical changes in the way we have approached  
5 transportation.

6           The Arizona State Transportation Board was the  
7 name. It was basically a highway department for many  
8 years. It's evolved today into what it should be to meet  
9 the future, and that is an agency which has to look at all  
10 aspects of transportation, not simply highways, not simply  
11 roads, but every one of the esoteric modalities that we  
12 discuss from time to time. Everything has got to be on  
13 the table. We're living in a radically changed time where  
14 gasoline has gone from \$20 a barrel to, what, 140; Wall  
15 Street telling us it may even go higher. So we need to  
16 look at everything. We need to approach everything.

17           The staff took this challenge about a year ago,  
18 and they were asked as a result of the framework studies  
19 to look at how to do things better and to look into the  
20 future. And they began to develop these framework  
21 studies.

22           We are now seeing one of the important points of  
23 the evolution of the framework studies. They have been  
24 incorporated basically into the Statewide Investment  
25 Strategy, which this board has now supported by its action

1 today. And they have done a really a wonderful job.

2           This was a heck of a lot of work to do over the  
3 past year, year and a half. They have done their work,  
4 but also, so have the citizens of the state, the various  
5 councils of governments, planning agencies, the mayors,  
6 the councils, the supervisors, a lot of whom have been  
7 appearing at our meetings, particularly the well-chosen  
8 words today from Yuma, from Pinal County and other  
9 jurisdictions that are reflective of this overall  
10 community effort.

11           They have also been working with the business  
12 community. So we are experiencing the spirit of the  
13 public-private partnership we speak about. And the  
14 business community has also stepped up to the plate.

15           So I think we are all working towards the same  
16 goal. And I congratulate the Board for doing what it's  
17 supposed to do, and I congratulate the Department for  
18 doing what they are supposed to do.

19           Any further comments by the Board? If not, I  
20 will call for a motion for adjournment. I heard a motion,  
21 heard a second. All in favor say aye.

22                           (A chorus of ayes.)

23           MR. S.L. SCHORR: Adjourned. Thank you.

24                           (10:54 a.m.)

25

3

13

WITNESS my hand this 29th day

20

VICTOR MENDEZ, DIRECTOR  
ADOT

S.L. SCHORR, DIRECTOR  
STATE TRANSPORTATION BOARD